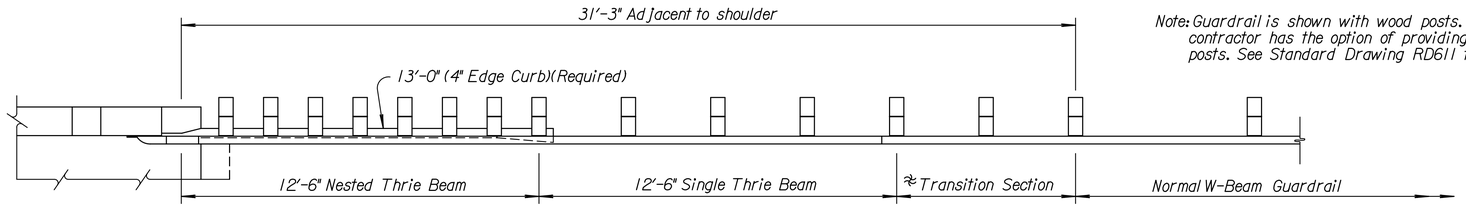
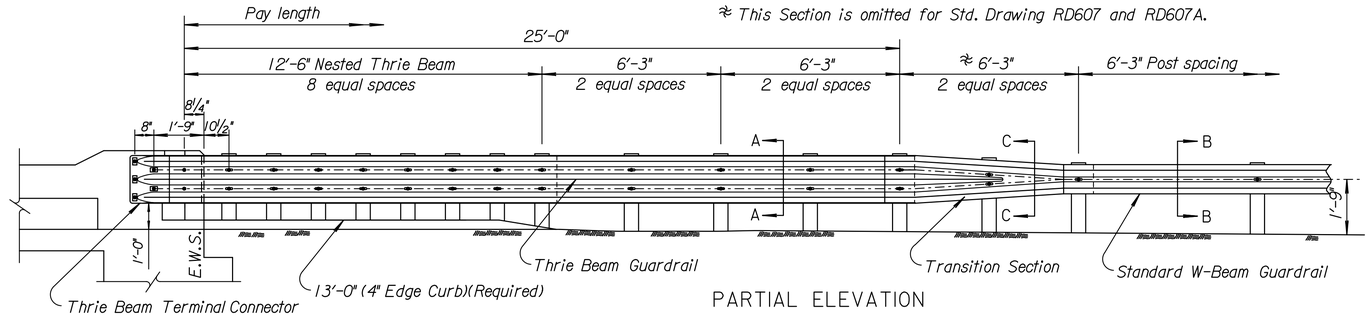
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS				



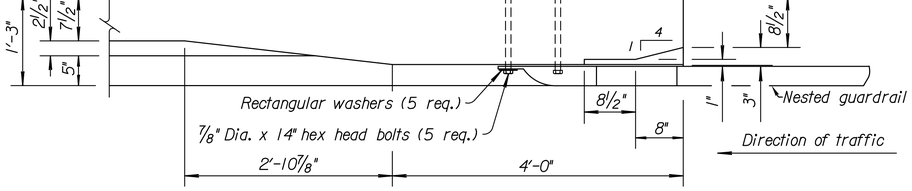
PARTIAL PLAN

Note: Guardrail is shown with wood posts. However the contractor has the option of providing wood or steel posts. See Standard Drawing RD611 for details.



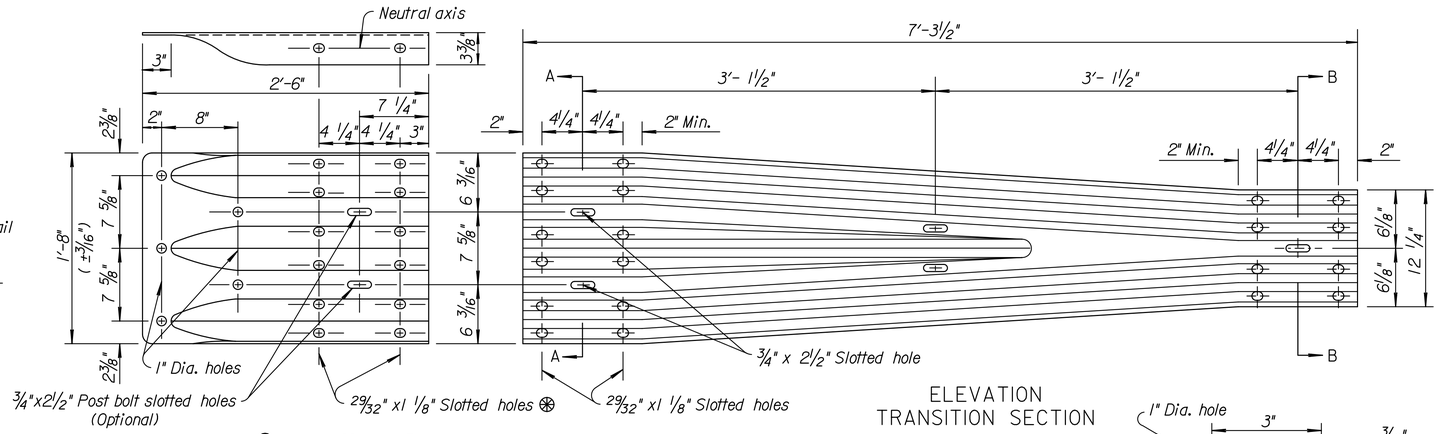
≈ This Section is omitted for Std. Drawing RD607 and RD607A.

PARTIAL ELEVATION



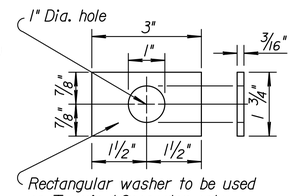
PLAN VIEW

GUARDRAIL ATTACHMENT
TO SAFETY SHAPE BRIDGE RAIL

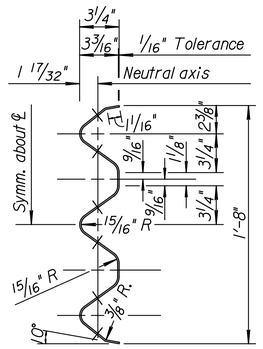


TERMINAL CONNECTOR

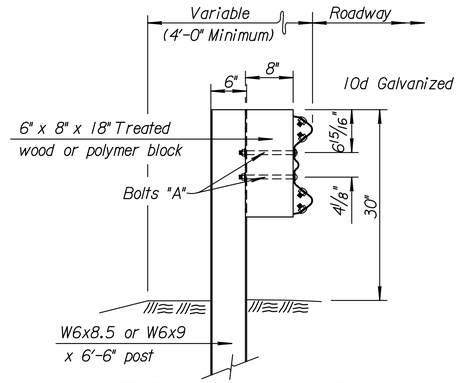
ELEVATION
TRANSITION SECTION
(From Thrie Beam to W-Beam rail)



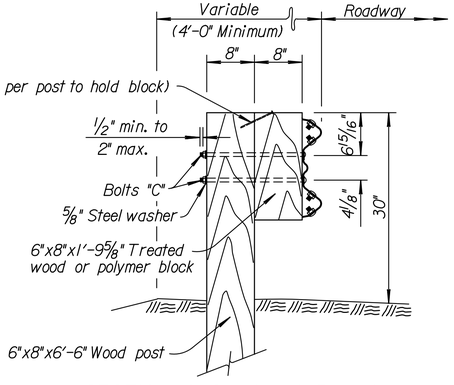
RECTANGULAR WASHER
(Other approved washer may be used.)



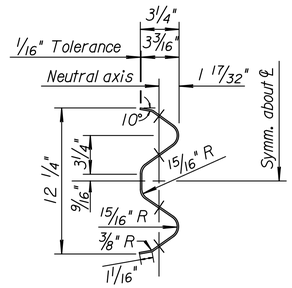
SECTION A-A THRU RAIL ELEMENT
TYPICAL THRIE BEAM



SECTION C-C (Steel Post)



SECTION C-C (Wood Post)



SECTION B-B THRU RAIL ELEMENT
TYPICAL W-BEAM

NO.	DATE	REVISIONS	BY	APP'D
12	7- 2-09	Rev. Safety Shape Bridge Rail detail	S.W.K.	J.O.B.
11	1- 5-04	Added 4" Edge Curb, revised notes	S.W.K.	J.O.B.
10	11-20-02	Revised post spacing and layout	S.W.K.	J.O.B.
9	5-18-00	Added note for temporary traffic	R.J.S.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

DETAILS OF THRIE BEAM GUARDRAIL TRANSITION

RD613

FHWA APPROVAL	12-18-09	APP'D. James O. Brewer	
DESIGNED	DETAILED	QUANTITIES	TRACED B.N.B.
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. R.J.S.

KDOT Graphics Certified 07-22-2010

GENERAL NOTE

Rail Element shall be #10 or #12 U.S. Standard Gauge except where specific gauge is required, such as at end terminal or bullnose sections.

Galvanized steel rail elements shall be used. All post rail fittings and anchor bolts shall be galvanized in accordance with Standard Specifications.

Guardrail parts furnished under this specification shall be interchangeable with similar parts regardless of the source or manufacturer.

When radius is less than 150', rails are to be shop curved.

Terminal connector shall be 10 gauge steel and shall be fabricated in accordance with the KDOT Standard Specification. The connector has the same section as thrie beam guardrail. Terminal connector shall be subsidiary to the bid item "Steel Plate Guardrail".

All guardrail splices, including special end shoes, shall be lapped in the direction of traffic. Where traffic is temporarily carried in the direction opposite of the final configuration, the rail splices shall be lapped in the direction of the permanent traffic.

Bridge rail transition shall consist of one 25'-0" Thrie beam section, one 12'-6" Thrie beam section nested in back of 25'-0" section, and one Thrie beam to W-beam transition section, posts located as shown, and all associated hardware. The remainder of the guardrail shall be W-beam with 6'-3" post spacing and may be furnished in either 12'-6" or 25'-0" sections.

All material and work required for this construction shall be included in the pay item "Steel Plate Guardrail".

Plotted: 22-JUL-2010 18:23
Drawn By: marks
File: rd613.dgn (rd613)
KDOT Graphics Certified